Steele RUBBER PRODUCTS
Quality Restoration Rubber Parts

30-0428-49 1940 SENIOR PACKARD Steele RUNNINGBOARD COVERS (For Super 8 Packards with 127" wheelbase only)

1. If you have no experience or expertise in the laying of full sized rubber running-board covers and in the use of contact cement, try to find someone with such experience to help you. Installing the mat is quite a major operation, the materials involved are costly, and there is no turning back once the job is begun, although it does NOT have to be completed in a single session.

2. Check out the materials in the set of mats you have just received. You should have:

SHIPPED:	RECEIVED.	
_____	_____	A. 1 right and 1 left hand rubber mat. Marked P-428 RH and P-428 LH.
_____	_____	B. 1 right and 1 left hand rubber rear end cross molding. Marked___ LH &___ RH.
_____	_____	C. 1 concave roller.
_____	_____	D. 1 roller for 1/4-inch wide troughs.
_____	_____	E. 1 piece of scrap matting for trial work with cement.

If you have also ordered the stainless steel trim strips for your runningboards, (part#30-0396-49) the following items should be included in a separate package:

_____	_____	F. 6 stainless steel trim strips 61-1/2' long, approximately.
_____	_____	G. 2 stainless steel trim strips 30-1/4" 1ong, approximately.
_____	_____	H. 2 stainless steel trim strips 21-1/2" long, approximately.
_____	_____	L 2 stainless steel trim strips 12-3/8" long, approximately.
_____	_____	J. 2 stainless steel trim strips 6-3/16" long, approximately.
_____	_____	K. Approximately 120 brass retaining clips for trim strips.
_____	_____	L. 1 drilling guide for trim molding strips clips.

We recommend that before you attempt to do your runningboards, you experiment a bit with the piece of salvage rubber mat which we are furnishing, so that you can see for yourself how the matting, cement and steel runningboard are going to work together and to see for yourself which cement you want to use and how you want to prepare your runningboard steel carcass.

At the outset we would emphasize to you that to our knowledge there is NO cement on the market today which will actually penetrate the surface of either the vulcanized rubber or the steel to hang on the way cement can adhere to wood, paper, sponge, micarta or other fibrous or porous material. What we are dealing with here is a case of the rubber having to hold onto the steel ultimately mostly by VACUUM, We have tried a wide variety of adhesives and to date have found that the material sold generally as "contact cement" does the best job available if used properly. This material is the cement used by builders to install formica counter tops, some wall and ceiling insulation, some wall paneling, etc. It is tricky to use and its ability to adhere to the rubber matting and the painted or bare steel runningboard does vary with different manufacturers. We have found that materials sold as "rubber cement", hide glue, hot glue, fish glue or casein glue will not work satisfactorily. It will pay you to invest in a few different brands of contact cement and follow the directions on the can to find the one that works best for you. Contact cement can USUALLY be used over lacquer primer, but CANNOT be used over enamel primer. You might consider scuffing up the underside of your matting with coarse emery cloth or other roughing tool to gain the best results. The rubber CAN be pulled off if you start at a corner. It will usually peel off clean, leaving the cement on the base metal, and the sample matting can be used again. Once running board mat is rolled down and full contact is made with the base metal, no weighting or other clamping is required. One disadvantage, however, is that the two surfaces with cement on will "grab" each other if they touch. It is essential that they be separated until you are sure the positioning is right and you are ready to roll them together, beginning at the middle and working outward to expel the air as you go.

We recommend working only with one runningboard at a time to keep the job to a manageable size. You should keep the second runningboard in original and intact condition for positioning reference while working on the first After cleaning old rubber off the first runningboard [heating from the underside with a propane torch will soften the rubber so it can be peeled off with a putty knife), the metal base must be further cleaned by sandblasting or wire brush. Make any repairs to the metal that are necessary including the ends and underside mounting brackets. If you plan to prime the steel board with lacquer primer it should be done next, and allowed to fully dry according to manufacturer's instructions.

Keep in mind that the contact cement does not have to be applied to t1he full matting nor the full runningboard at once. It might be easier for you to cement only a 3 or 4 inch strip down the center of each so that the positioning can be done without the aggravation of unwanted contact of cement surfaces
along outer edges being made prematurely. Contact cement must set for a time after spreading, before actual contact. After each surface reaches a point
where it is no longer "wet", and no longer tacky to any material EXCEPT the other cemented surface, sheets of paper can be safely used between them to keep them separated until position is correct and you are ready for contact where cemented. Edges or ends can then have cement applied, let set, and then rolled down to go on with the job. A concave wood roller is furnished to assist in rolling the crowned "blocks" in the runningboard matting, and a 1/4" wide plastic roller is furnished to assist in rolling down the troughs for the trim moldings. It is very important that total contact be made between matting underside and runningboard as only with full contact will the "crown" be obtained by the "blocks" on the top side of the matting. See illustration of how this works, Sketch "A".

Special care and caution should be used when cementing the rubber into the radius along the body side of the runningboard to be sure that the rubber does not "bridge across" this radius anywhere or it will show up in the finished job. Note. If you find that you DO have some trapped air bubbles in the main flat area of the runningboard you may be able to release them with a sharp scriber point through the rubber IN THE CHANNEL FOR THE TRIM MOLDINGS where it wt)1 not show, and immediately iron the rubber down with the roller. If you have trapped air along the concave radius along the body side of the runningboard, it MIGHT be ironed out, but most likely you will need to release the rubber from the bubble or "bridge" upward to the edge of the flange to allow the rubber to be drawn down into the radius properly.

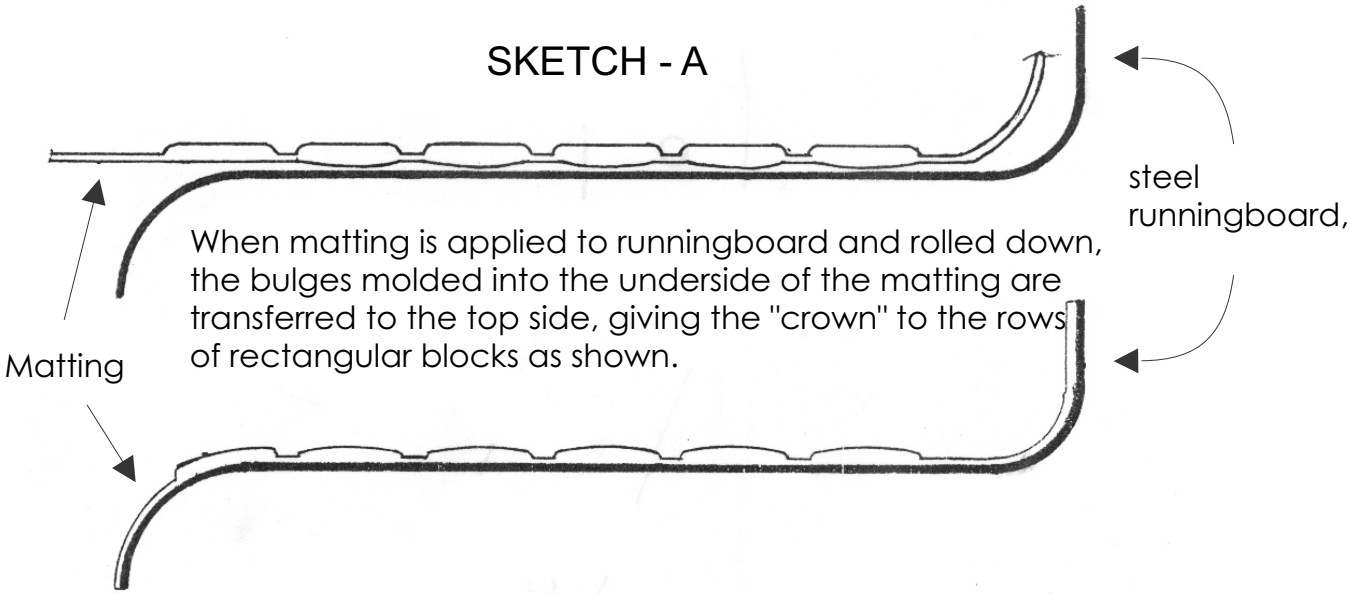
The two end flanges of rubber (front and rear) will overhang the runningboard, as shown in Sketch "B". The front Flange is to be folded and cemented down to the front flange of the steel runningboard after cutting gores or scallops to allow it to fold. It then acts as a cushion to the front fender. The rear overhanging flange is to be trimmed off flush with the end of the runningboard as this will be covered by separate end trim molding furnished with the set See sketches. The rear-end trim molding can then be partially cemented to end
flange of runningboard to help hold in place while ends are wrapped up the body side flange of the runningboard, and then down over the radius of the outer edge of the runningboard as it fits against the rear fender.

Installation of stainless steel trim strips is fairly simple and obvious. If the clips have not already been inserted into the strips, this should be done first, installing through a notch-out near one or both ends of the strip. One clip should be positioned about ½" in from each end, and at about every other cross-groove in the matting, thus making the clips about 6-1/4 inches apart except the end clips which will be a bit closer. Using a 1/8 drill (or preferably a number 30 drill (.128 diameter) in a hand drill, and using the steel drill guide which we furnished, drill the holes in the center of the trim strip groove, through the mat and the runningboard as required for each strip. Carefully position the clips as you go to line them up with the holes and to line the ends of the strips with the end "blocks", push the clips through the runningboard (do this whole job one strip at a time, from beginning to completion). Have someone push down hard on the stainless strips at each clip while you bend over the clip tightly on the underside. If this is carefully done the strips will be tight, straight and will help hold the rubber down to the runningboard between the "blocks" thus giving the blocks the "crown" to replicate the original Pattern.

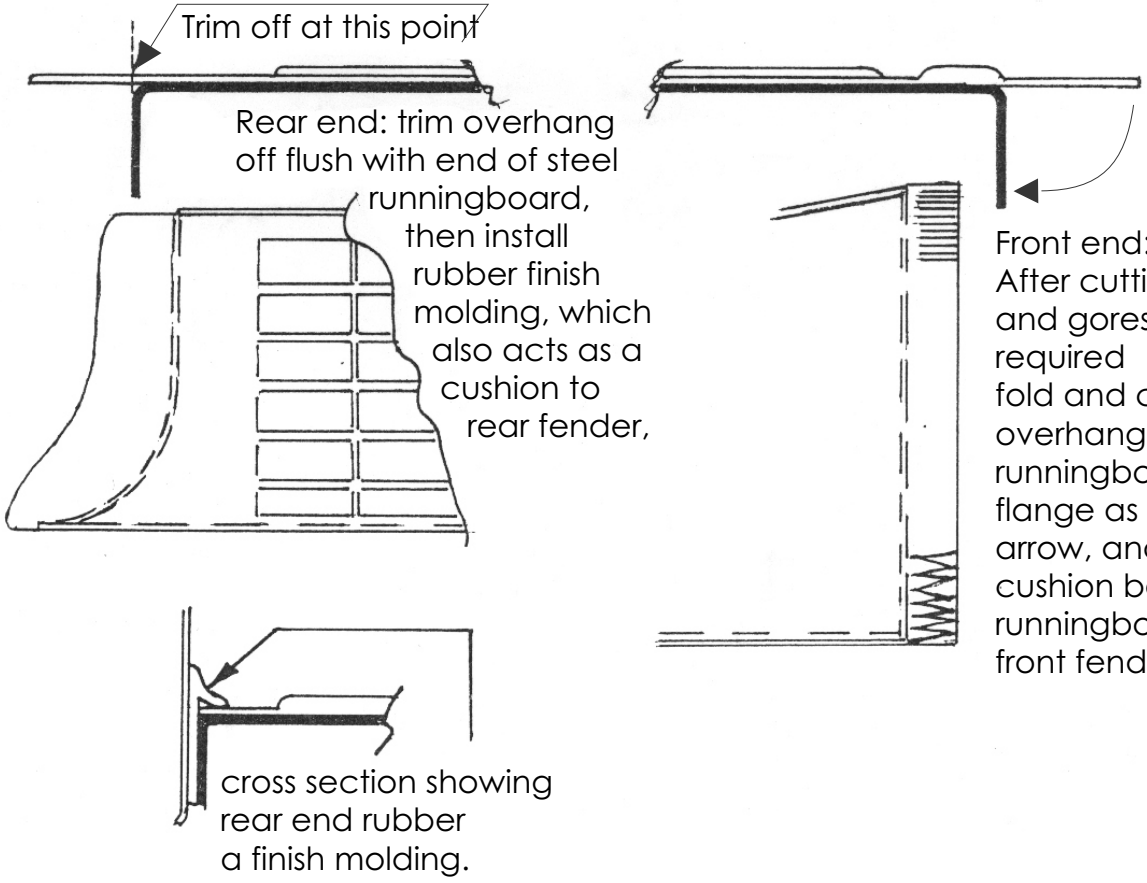
As you can see, installing these runningboard mats is not a job to be taken lightly, and at the very least it will tax your patience, resourcefulness and craftsmanship. We at Steele Rubber Products put a lot of our ingenuity and workmanship into all of our parts, but especially into our runningboard sets because they represent a considerable investment and gamble on our part as well as a major expenditure for you, the customer. It gives us pride and satisfaction to see award winning cars at shown and competition meets around the country with our rubber helping to gain recognition for the cars' owners. But it also pains us and cheapens our name and product to see cars on display with clumsy and un-craftsmanlike applications of our parts, as we sometimes find. Nowhere is shabby work in application more evident than in the runningboards. We know and acknowledge that many of these runningboard sets are quite difficult to install. We make no apology for this as it is just not possible to lavish the land of money in tooling that the factory would have spent when we know the ultimate market for the part is only 25, 50, 100 or perhaps if we are lucky, 200 cars. We have to push resourcefulness to the limit to get the parts to market at all, and we hope you will be among the relatively few who appreciate our efforts, and who will make a determined effort to do a job of installing which will reflect credit upon us as well as yourself. We are not restorers ourselves, we are manufacturers only, so we cannot be as helpful to you in
all the final detailing of these products as an experienced restorer would be. We strongly urge you to hesitate, if you do not feel capable of doing a good job by yourself, and obtain someone with proven experience to help you.

30-428-49 RUNNINGBOARD INSTALLATION SKETCHES

SKETCH - A



SKETCH - B



RUNNINGBOARD MATTING INSTALLATION

Steele RUBBER PRODUCTS

These suggestions are generalized somewhat so they may be applied to most ordinary installations. Most of them apply to all types of runningboards and matting but common sense, good workmanship and careful planning should be overriding considerations. **DO NOT BE IN A HURRY!**

1. Clean off old rubber from steel runningboard completely by any convenient method such as a sharpened scraper or putty knife. Sandblast the metal and fill any pits.

2. Clean the new matting with a mild detergent to remove any manufacturing lubricant and dirt. **DO NOT USE GASOLINE OR OTHER PETROLEUM SOLVENTS!**

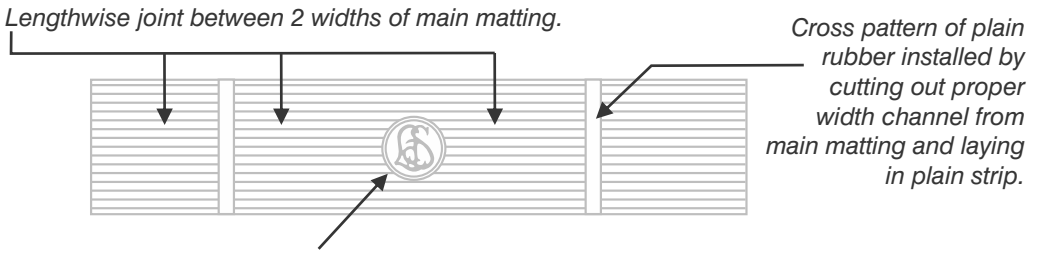
3. Lay new rubber in place to secure proper general alignment and position. In most cases, especially the tapered runningboards, the new matting comes in strips narrower than the wide part of the runningboard, and two sections must be laid side by side to cover. Hold the rubber in place with clamps and rough trim along the edges to leave not more than an inch of overhang.

4. When satisfied that the proper arrangement is achieved, remove the covering from the runningboard and, using a good cement, apply the rubber sections where they belong. Be sure to roll clamp or weight the rubber if necessary. We dislike recommending the brand or even type of cement because opinions differ on all of them. We have, however, been able to get the best results by using any of the many brands of contact cement used for applying Formica or other non porous composition such as kitchen counter tops. **DO NOT** use "Rubber Cement" as it will not harden and in the hot sun may cause the matting to lift or bubble up. It is suggested that scraps of the rubber be used to get acquainted with whatever cement is chosen **BEFORE** attempting the actual runningboard.

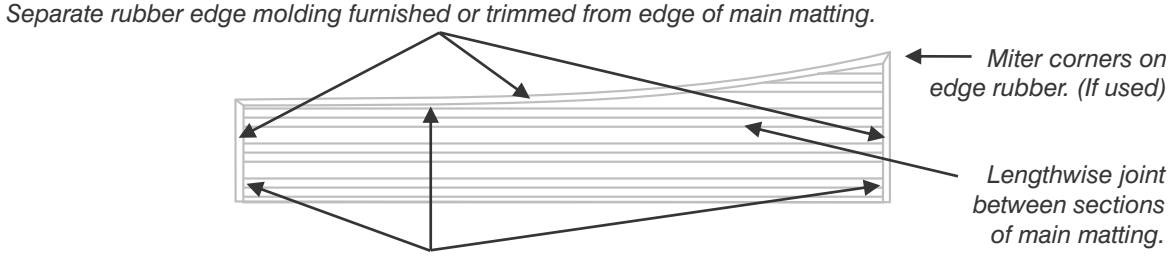
5. After sufficient drying time, the final edge trimming should be done with a sharp knife so metal molding or other edging, if any, may be applied. Any inlaying of tread pads, monograms or any application of a separate edge rubber molding should not be attempted until after main matting is on and set up. Lengthwise butt joints between strips of matting, referred to in step # 3 above. They should be "crowded" to eliminate any unsightly gaps. A sharp linoleum knife or a razor blade type knife will be most handy.

The following sketches and notes may also be helpful:
These are not to illustrated specific runningboard layouts, but only "typical" mats to illustrate various aspects of fitting parallel extruded material to differing applications.

Typical Installation of a parallel runningboard with inlaid cross-channels and monogram.



Typical Installation of a tapered runningboard with rolled outer edge.



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